

Today's Advertisements.

THEATRE ROYAL,

TO-NIGHT! TO-NIGHT!
MESSRS. DALLAS AND MUSGRAVE'S
DRAMATIC COMPANY.

Positively the last 2 nights of the Season.

TO-NIGHT! AND TO-MORROW NIGHTS!
BY UNIVERSAL REQUEST.

Grand Revival of
WILSON BARRETT'S GREAT MASTERPIECE
"THE SIGN OF THE CROSS."

PRICES:—\$3, \$2 and \$1.

Soldiers and Sailors (in uniform) half-price to back seats only.

Box-Plan at ROBINSON PIANO CO.

NOTICE.—A special tram will run a quarter of an hour after fall of curtain every evening.

W. H. BROWN,
Business Manager.

Hongkong, 21st April, 1899. [424a]

WANTED.

A STEWARDESS required for the "EM-PRESS OF INDIA," for one Voyage to Vancouver and return. Vessel sails from Hongkong on the 26th instant. Apply with references to

D. E. BROWN,
General Agent,
C. P. R. CO.'S OFFICE,
Pedder Street.

Hongkong, 21st April, 1899. [548a]

NOTICE.

WHY.

ARE POLICIES OF THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES to be preferred before those of any other Company?

BECAUSE Equitable Policies are to the intending assured what Consols are the investor. BECAUSE the Equitable is the strongest Life Company in the world, having over 11 Millions sterling of Surplus, and

BECAUSE Surplus not only means financial strength, but is also the fund from which dividends to policyholders are paid.

BECAUSE Dividends to policyholders must be earned before they can be paid, and during the last ten years the Equitable's Surplus Earnings have been larger than those of any other Company.

BECAUSE during the past five years the Equitable has paid cash dividends of £490,000 in dividends to policyholders. No other Company can point to such a record.

BECAUSE the Policies of the Equitable are paid more promptly than those of any other Company.

AND THEREFORE BECAUSE a man assuring the Equitable secures a contract backed by the Company which is the strongest in the world, which earns greater profits, and which pays its Policies more promptly than any other Company.

Assets.....£53,826,937 Stg.

Surplus.....£11,939,685 Stg.

F. KIENE,

Acting Manager,

No. 9, Queen's Road, Hongkong.

Hongkong, 21st April, 1899. [549a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAICHING."

Captain Hodgkin, will be despatched for the above Ports, on SUNDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAIRRAIK & Co.,

General Managers.

Hongkong, 21st April, 1899. [550a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"PRONTOS."

Captain Grant, will be despatched for the above Ports, on SUNDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAIRRAIK & Co.,

General Managers.

Hongkong, 21st April, 1899. [550a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CATANIA."

Captain Miller, will be despatched as above on or about the 4th May.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 21st April, 1899. [472a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED."

will be despatched for the above port, on or about the 10th May.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 21st April, 1899. [547a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"VORTIGERN."

Captain Fairweather, will be despatched for the above port, on or about the 27th May.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 21st April, 1899. [546a]

Intimation.



A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,

Red Capsule\$14.30

C.—FINE OLD VINTAGE, superior quality. Black

Seal Capsule 10.20

D.—VERY FINE OLD VINTAGE

extra superior. Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

Letters requested that all communications relating to Subscriptions, Advertisements, etc., be addressed to "The Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to the Manager. Communications for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open to the fair discussion by correspondents of all questions affecting the public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper, not later than three o'clock on any day, so as to ensure the early publication of the paper. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 21, 1899.

NOTES AND COMMENTS.

MR. CHAMBERLAIN'S REMARKS.

The remarks of Mr. CHAMBERLAIN on the troubles experienced in the new territory, as reported by Reuters, may mean a very great deal or a very little. We trust that they mean a great deal and are to be taken as the shadow cast before coming events which will considerably alter our position in the south of China. The question is, do the remarks of Mr. CHAMBERLAIN point towards a demand for compensation of some sort being demanded of China for the outrages of the last few days? If they do then the least that should be demanded would be the handing over of Kowloon City, the rectification of the frontier so as to include the town of Sam Chun and the granting of the territory in perpetuity instead of on a ninety-nine years lease as it is at present held. These demands would be exceedingly moderate indeed in view of the very serious outrages that have taken place within the last few days.

IS THE VICEROY IMPLICATED?

It is difficult to say if, as is freely asserted in the town, the Viceroy of Canton is implicated in the affair. It is now beyond doubt that most of the rebels were dressed in uniform, but this need not necessarily mean that they are regular Chinese troops or in the pay of the Viceroy. Still even if they can be proved to have had no connection with the Canton authorities, the fact remains that it was the duty of the Chinese officials to see that order was kept in the territory until it had been officially taken over, or if they were unable to do so the least to be expected of them was that the British authorities would have been informed of the fact in order that steps might have been taken to prevent the ceremony arranged for Monday last ending in such a manner as it did. The Shanghai papers received by the last mail take the matter up most warmly, the *China Gazette* even going so far as to suggest that Viceroy TAN be seized and deported to Bombay as YEN was deported six years ago.

A DASTARDLY INTENTION.

It cannot be denied that the Chinese troops, or rebels, whichever they are to be called, had laid a deep scheme for the interruption of Monday's ceremony by a well planned massacre of the people assembled to witness the ceremony of hoisting the British flag, and that had not their designs been upset by the premature arrival of Captain Superintendent MAY, followed by

Captain BROOK with his Pathans and the *Fame*, considerable bloodshed would have taken place. Probably many ladies would have been killed or wounded, and all because of the incompetence or treachery of the Chinese officials. That the rebels' design was not successfully carried out was not their fault so that there can be no excuse put forward in extenuation of their offence and we trust the matter will be most carefully enquired into and not allowed to rest until such time as ample reparation has been made and the real instigators and ringleaders of the movement adequately punished, no matter how high an official position they may be found to hold.

A LESSON.

One thing that we have learnt from the experience of the last few days is that our Volunteers are not made for ornament but for use, and that the ranks are not filled by conceited young puppies who join simply for the sake of the uniform, but by young fellows who are ready to take a hand in the defence of the Colony when called upon to do so, and who are ready to turn out at a moment's notice whenever occasion arises. Naturally a full muster of the whole Corps could not have been expected under the circumstances, for the order to turn out arrived so late that many of the members of the Corps were unable to join the detachment either at Pedder's Wharf or at Head Quarters and followed their comrades in sampans and launches and any sort of craft that happened to turn up, cheerfully sacrificing their night's rest for a tramp up and down the roads of Kowloon on the lookout for an enemy that never appeared. We have heard a good deal of grumbling amongst the members of the Corps about the turn out, but not from those who took part in it. The grumblers are those who were not there, and who consequently slept peacefully while their comrades went to Kowloon. These men have a grievance that apparently cannot be dissipated until they are allowed to join in a similar night watch.

RECRUITS WANTED.

As will be seen by reference to another column, it is proposed to form a Scottish company of the Volunteers, and all Scots desirous of joining are requested to send in their names at once to the Secretary of the St. Andrew's Society. Recruits are also wanted for the Maxim Gun Company and for the Field Battery and all who wish to join should send in their names immediately. The Volunteers of Hongkong hold a very different position from the Volunteers at home, for they have a post provided for them in the event of an attack being made upon the Colony and are regarded as forming part of the regular garrison of the place, as is shown by their being called out the other night while the Royal Welsh were still available for the duty. Now young men of Hongkong, let us see you flock up to the Volunteer Head Quarters by your tens and twenties and fifties and enrol yourselves in the Corps. Remember a little of your leisure given to receiving a thorough training in the use of arms may prove of incalculable service to yourselves and to your country when need arises for the defence of your homes. Even the ferment in the Kowloon Hinterland may lead to events in which your presence will be necessary and think what your sisters would think of you, and that other fellow's sister, whose opinion you value so much, if, when the call to arms came, you had to be refused on the ground of ignorance of the least of a soldier's duties.

EMPLOYER'S CO-OPERATION WANTED.

Many of our young men point out that the reason that they cannot join the Volunteers is that their business will not allow them to do so, they not having the necessary time to spare to attend drills and render themselves efficient. This is a very reasonable argument and the matter could be easily righted. It is simply a question of the patriotism of their employers and it is difficult to imagine that they, knowing as they do how their business depends upon the safety of the Colony, will refuse to allow their employees the short leisure necessary for putting in their drills. The few hours a year spent in rendering themselves efficient Volunteers would hardly be missed by their employers and the employers themselves would have the satisfaction of knowing that though perhaps business or age would not permit of them joining the Corps themselves and so striving to render the position of the Colony more secure, yet they were doing a great deal by allowing their clerks more leisure and so swelling the ranks of our citizen soldiers. We call the attention of the heads of the various firms to this fact and trust that they will see their way to assist in the Volunteer movement in the manner suggested.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE BUDGET.

LONDON, April 19th.
The opposition to the Budget is increasing in several quarters. The Australians especially strongly oppose the proposed wine duties.

SAMOA.

The United States Cruisers *Marblehead* and *Newark* have been ordered to Samoa.

THE KOWLOON HINTERLAND.

Mr. Chamberlain said in the House of Commons that the attack on Kowloon Hinterland appeared to have been instigated by Secret Societies, but that the combatants included uniformed Chinese Militia and it was doubtful whether the attitude of the Chinese did not necessitate a careful reconsideration of the position.

BRITISH COLUMBIA AND JAPANESE LABOURERS.

The Dominion Government will probably disallow the British Columbia Bill for the exclusion of Japanese labourers.

Via Australia.

BRITAIN AND FRANCE.

LONDON, March 23rd.

The *Times* says that the convention between France and Great Britain, respecting the Sudan difficulty, is reasonable. The French Government is feverishly arming new defence works along the coast of the English Channel. Six batteries of the newest types of guns have been mounted at Calais.

FAMINE IN RUSSIA.

LONDON, March 23rd.

Harrowing accounts of famine have been received from Russia, where the peasantry are reported to be eating chopped straw and bran. Typhoid fever and scurvy are raging fiercely amongst the starving people.

FIGHT BETWEEN BLUE JACKETS.

LONDON, March 23rd.

A serious affray between British and French blue jackets is reported to have occurred at Villefranche, near Nice, and twelve of the combatants were injured.

THE TRANSVAAL.

LONDON, March 23rd.

President Kruger, in a speech, has said that he was willing to make concessions in small things, but would not budge for anyone in matters which concerned the independence of the Transvaal.

From Japanese Papers.

GERMAN AIMS IN SHANTUNG.

PEKING, April 19th.

The German Minister has presented an application to the Chinese Government for mining concessions and for the right to construct railroads and collect *likin* (taxes) in Shantung Province.

THE DREYFUS CASE.

SAIGON, April 11th.

The *Figaro* publishes the depositions of Generals Zurlinden and Chanoiné, former Ministers of War, affirming the guilt of Dreyfus.

EX-MAYOR OF ALGIERS ARRESTED.

M. Max Régis, formerly Mayor of Algiers, has been arrested in that town for delivering a violent speech against Governor-General Lefebvre. Telegrams to French Legation—*Japan Mail*.

ANOTHER MAHOMMEDAN REBELLION.

PEKING, April 19th.

An urgent telegram from Governor Jao of Kashgaria, to-day, states that Russian emissaries (Andjanis) have been caught smuggling firearms to the Tuhienis (Chinese Muslims) in the New Dominion, and that the near proximity of a large Russian force, west of Yengi bar, has stirred the Turkis up considerably and serious trouble is anticipated. In Kashgaria city only 1,500 troops of all arms are available and of these 500 are Malomedan cavalry whose loyalty under the circumstances cannot be relied upon. The Governor therefore expresses regret that his advice had not been taken last summer when the best troops were being sent to Peking. Further, there are over 8,000 Russian subjects (Andjanis, Bokharis, etc.) in Kashgaria city alone, and the Taotai (Huang) of that Intendancy reported that they are becoming more arrogant and hence he fears trouble, but has no troops sufficient to overawe these people. In the event of trouble will surely be joined by the indigenous Turkis. Governor Jao therefore asks that Viceroy Tiao Mu of Lanchow be commanded to detach 5,000 of the 15,000 men under him in Kansu, and send them posthaste to Tihua (Urumtsi).—*N. C. D. News*.

WEATHER REPORT.

The Observatory report says:—On the 21st at 11.50 a.m. The barometer is rising on the China coast, falling in Japan. A depression is moving Eastwards in the W. part of the Sea of Japan. Gradients slight with moderate monsoon on the China coast. FORECAST:—Moderate N. to N. E. winds; fair.

LOCAL AND GENERAL.

TELEGRAPHIC intelligence has been received in India of the death at Jerusalem of Mr. Richard Cadbury, the well-known chocolate manufacturer.

JAPANESE papers learn that the Toyo Kisen Kaisha has decided to increase its capital from 5,000,000 to 10,000,000 yen. The shipping company possesses three steamers, the *Hongkong-Maru*, *America-Maru* and *Nippon-Maru*.

The *Universal Gazette* says that one of the Vice Presidents of the Board of War has murdered a maid servant and on the petition of the husband of his victim has been ordered to appear before the Board to answer the charge.

SERIOUS disturbances between the natives of Soochow and the gangs of Hupeh rowdies who insist that city are reported to day and the Prefect of Soochow has had to draw on the Governor's troops for a large force to overawe the truculent Hupehmen.

THE want of communication with Hongkong for nearly 2 months, owing to the *Dentation* being taken off the line, says the *B. M. Borneo Herald* of 1st instant, has led to much scarcity of fruits, potatoes, &c., in the local market, relieved only by the *Sultan's* arrival.

THE Chinese during the last couple of days, says the *China Gazette* of 17th instant, have been persistently repeating the report that the Emperor has been "deposed" and a successor elected in his stead, but of course we only give the rumour for what value our readers like to put upon it. Practically the Emperor has been deposed since September last, though the powers that be won't admit it.

MR. E. P. R. Moon, M. P., who during the recess made a journey through Siberia, intends to press on the Foreign Office the necessity of appointing a British Consul at Vladivostok. There are stated to be already representatives of the United States, Japan, France, Belgium, and Germany at that port. Formerly Japan was the only Power that had a representative in the person of a Commercial Agent.

PERMANENT quarantine offices having been established at Yokohama, Kobe, and Nagasaki by Imperial Ordinance, the following officials have been appointed Superintendents:—At Yokohama, Mr. Z. Iwano; Kobe, Mr. N. Yokoyama; and at Nagasaki, Mr. S. Katayama.

It is reported that a well-known native bank at Tientsin, where it has done business for over half a century suddenly closed its doors on the 5th of the current Chinese moon. The owner of the Bank took the books to the magistrate and in her absence thieves broke in and stole all the bank furniture. The bank has over four lakhs of taels notes in circulation which it has no means of paying. The owner, a woman, has since committed suicide.

THE Local Agent of the Straits Insurance Co. Ltd. informs us that he has received from the head office, Singapore, a telegram giving the following results of last year's working:—

Net premiums.....	\$650,000
Net losses.....	\$260,000
Commissions.....	\$20,000
Expenses.....	\$190,000

Net amount of marine losses paid on account of 1897 and previous years.....\$516,000.

Interest.....\$28,000.

A SPECIAL concert service will be held in St. John's Cathedral on Tuesday next, at 5.30 p.m., when Stainer's sacred cantata "The Daughter of Jairus," Mendelssohn's motet (for soprano solo and chorus) "Hear my Prayer," and "The Evening Hymn" from Sullivan's "Golden Legend" will be sung. The soloists will be Mrs. Lawson, Miss Murray Bain, Mr. G. P. Lammert, Mr. E. Mirow, and Mr. G. P. Lammert. Mr. G. Grimbly will preside at the Organ, and Mr. A. G. Ward will conduct.

AN extraordinary story is related in the *Shenpan* by its Peking correspondent who states that recently a despatch bearing the seal of the British Legation was delivered at one of the metropolitan boards by an unknown messenger who disappeared as soon as he gave it in, and has not since been traced. Upon communication with the British Legation it was found that the despatch was a forgery and the seal a clever imitation of that used by the British Legation. The nature of the despatch is not stated, but all the officials in Peking are endeavouring to discover the daring forger.

It is currently reported among mandarin circles in Shanghai, says the *N. C. D. News* that Tsai Tsoai will probably be appointed by the Viceroy Lin to the Chief Directorate of the Kiangnan Arsenal, and of the Bureau of Foreign Affairs, and that Tsai Tsoai has been in addition to his Chief Directorate of the two Bureaux at the new Wusung Settlement, is to be appointed Vice-Director of the Bureau of Foreign Affairs here with a seat as Co-Judge of the Higher Mixed Court, whenever such a court is called during the current year. There is also a very doubtful report that Tsai Tsoai will also be called upon to assist in the delimitation of the Settlement Extension.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Hongkong & Kowloon Wharf & Godown Company, Limited.....	50
Scottish Oriental S. S. Co.....	50
Stemson & Co.....	50
Standard Oil Co. of New York.....	50
Canadian Pacific Railway Co.....	50
Abdulla Ibrahim & Co.....	25
Bank of Indo-China.....	25
F. Blackhead & Co.....	25
Bradley & Co.....	25
Cawasee Palanje & Co.....	25
V. H. Deacon.....	25
Dodwell Carill & Co.....	25
Douglas Steamship Co., Ltd.....	25
Benjamin, Kelly and Potts.....	25
S. Choh.....	20
Ed. Osborne.....	10

SEVERAL well-known American millionaires are giving "train parties" on an unusually elaborate scale. One of the largest was given by Dr. and Mrs. Seward Webb, now travelling in California, in a private train with a large party of friends. Mr. William K. Vanderbilt is entertaining another large party in his private train, which recently started for Florida. The trains are divided into suites of bedrooms, drawing-rooms, and dining-rooms all luxuriously decorated and furnished, and lighted with electricity. The kitchens are complete in every detail. There are special mechanical devices to reduce the disagreeable effects of motion to a minimum. The trains visit various points of interest, and the lines are kept clear by railway officials. Newspapers, telegrams, letters, and fresh provisions are delivered at certain points, the guests enjoying all the advantages of a big hotel in a great city.

THE following extract from the *British North Borneo Herald* of 1st April will doubtless be read with interest by the many friends of Mr. W. G. Darby resident in Hongkong:—

In the *Gazette* will be found a Notification that Mr. G. Darby has been appointed

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A PATRIOTIC APPEAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

SIR,—It appears to us that, amongst the British population of Hongkong, greater interest ought to be taken in the Volunteer movement, a movement which deserves the support of every man capable of carrying arms, in as much as it strengthens that military force which is the safeguard to our commercial, political, and religious privileges throughout the Empire.

Circumstances have shown us, quite recently, that it is not alone the European Powers, seeking territory in the Far East, whom we have to provide against, but that there is an ever present danger nearer at hand. We therefore say: "Grant your employees every privilege compatible with the carrying on of your business, so that they may be Volunteers in real earnest, and not in name only." To the young men of Hongkong we are sure that we have only to recall the fact that they are subjects of the Queen to induce them to come forward at once and join that organization which helps to preserve the integrity of their hearths and homes and to promote the peace and prosperity of the community.

To all we say: Remember that the time may come when of necessity your services may be required.

It is not better, then, that all men should possess that knowledge of arms which will render them efficient defenders of their families and their Empire?

We confidently call on the young men of Hongkong to join the Hongkong Volunteer Corps and so obtain that knowledge of arms forthwith.

GOD SAVE THE QUEEN EMPRESS.

R. B. MAINWARING, Colonel, R.W.M., Acting Commandant.

H. J. Vol. Corps.

ARTHUR CHAPMAN, Capt. H.K. Vol. Corps.

E. D. SANDERS, Capt. H.K. Vol. Corps.

Hongkong, April 20th, 1899.

A PROPOSED SCOTCH CORPS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

SIR,—Referring to the letter signed Cuidah in Nigh in last issue of the "Telegraph" I am authorized by the President of the St. Andrew's Society to say that the idea of forming an infantry unit of the Local Volunteer Corps has the cordial approval of the Committee and himself, and they strongly recommend all young and patriotic Scots who are not already Volunteers, to send in their names for place in the ranks of the blue bonnets.

With the view of ascertaining what can be done, the Secretary of the Hongkong St. Andrew's Society, Mr. James MacGregor, has written to the Secretary of the St. Andrew's Society in Scotland, and if the result is satisfactory the matter can then be laid before His Excellency the Governor.

Yours faithfully,

G. C. ANDERSON, Vice-President.

Hongkong St. Andrew's Society.

Hongkong, April 21st, 1899.

SHANGHAI VOLUNTEERS.

Owing to the unavoidable absence of Major General Gascoigne the Shanghai Volunteers were inspected by Colonel Fraser R. A. of Hongkong, last Saturday the 19th inst. Besides the Volunteers, the Light Horse, Artillery and German Corps were also present and all the manoeuvres were executed with most creditable exactness. The German Corps, before falling in on the parade, had two photos taken in front of the "Old Lady" Monument. Exactly at two o'clock the fire bell, rung eight times from the Central Station, followed by four guns from the "Bonaventure," which was the signal for the mobilizing of the Volunteers. Headed by the Drum and Fife and the Town Bands they marched down to the Racecourse where they were put through some field movements by their respective officers, at the conclusion of which Col. Fraser expressed himself as very well satisfied with their fine martial bearing.

PRINCE AND PRINCESS HEINRICH OF PRUSSIA.

SHANGHAI, April 17th.

The Royal couple, and suite, accompanied by Dr. and Mrs. Knapp, the German Consul-General, left here on Saturday morning for Hangchow, in two horse-drawn carriages and a launch, belonging to the old Dock. They passed Kahshing about midnight and proceeded on their way to Hangchow, but when they arrived at Sam-shing, which is about 40 miles past Kahshing and about 32 miles from Hangchow they had to turn back, as a bridge at Sam-shing had fallen into the canal and stopped all traffic. They arrived back to Kahshing just after 6 p.m., and proceeded on their way to Hangchow, via Ning-wong, known as Ping-Bong. They reached Kahshing this morning and were met by the British Consul, Commissioner of Customs and others, and as the weather was wet they proceeded to the residence of Dr. Knapp, close to the Needle Pagoda, which place had been prepared for their reception. They intend visiting the lake, the city, and some of the temples, etc., and will probably return here on Wednesday or Thursday next.—*Mercury*.

THE VARIETY BOAT RACE.

LONDON, March 25th.

The 26th annual boat race between crews representing the Universities of Oxford and Cambridge was rowed to-day over the usual course from Putney to Mortlake, a distance of about four and one-quarter miles, and was won by Cambridge for the first time in ten years. The official time was 21 mins. 4 sec. Cambridge now has 24 out of 36 races rowed to her credit. The Light Blues were favourites in the betting, the odds being 11 to 4 on Cambridge, though this was regarded as extravagant. The crews were sent off at 12.33 p.m. Cambridge, winning the race, took the Surrey side of the river, which, with a fresh wind blowing gave the Light Blues a decided advantage. Cambridge at once assumed a slight lead, which increased to 11 lengths at Craven steps, five furlongs from the start. Just beyond that point, however, Oxford began drawing up, and at the Crabtree wharf, one mile and 30 yards from the starting point, was level with Cambridge. Crabtree wharf was passed at 1.03. At Hamlets, four furlongs from the start, five furlongs, and two yards from the starting line, Cambridge had again assumed the lead by half a length, which increased to two and a half lengths at Thornycroft's, some three miles from the start. Thence Cambridge continued her position, rowing a fine steady stroke, while Oxford splashed badly, and was evidently distressed. When the Light Blues reached Barnes bridge, three miles four furlongs and 35 yards from the start, they were four lengths ahead and the race was practically over. Just before passing Barnes of Oxford were going to pieces and crying out, "How!" The Cambridge crew finished strong, four lengths ahead of Oxford, and the Oxford crew, fainting as the boat crossed the line. With the exception of the stroke, every Oxford man appeared to have suffered terribly.

FOR THE INVASION OF ENGLAND.

In spite of the signing of the British-French agreement regarding Africa, an article has just been published in the *Revue des Deux Mondes*, seriously outlining a fresh scheme for the invasion of Great Britain. It proposes that 1,500 steam pinnaces be built and collected in canals and rivers leading to the French coast. Each boat would be armed with quick-firing guns and it is claimed that they would suffice for the conveyance of an army of 175,000 and 150 cannon with the necessary ammunition, stores, etc. The cost of construction is estimated at 150,000,000 francs. The pinnaces would be provided with torpedoes to keep off hostile ships, while the quick-firing guns would be used to repulse torpedo boat attacks. The writer of the article asserts that there would be no difficulty in getting the boats across. The English coast defences are brushed aside as a negligible quantity, and the operation is looked upon by the writer as being merely a matter of a few hours. Three divisions of 14,500 men each are to be landed in Ireland, and the Irish are to be armed with old Gras rifles. The British press pools-pools the scheme. The French newspapers accept the proposition as being perfectly sound. The *Petit Journal* declares that the chief merit of the scheme is its simplicity and unity, and points to the success of the Roman, Saxon, Danish and Norman invasions as proving the feasibility of the project.

PEKING.

April 11th.

MILITARY PREPARATIONS appear to occupy the chief place in the work of the Government. In the *Wei-Ho-Fu*—Imperial Household—there are three brigades called the "Household Division of the Three Superior Banners," who are supposed to be liable to be called out for service. It is, however, a very unusual thing for them to be directed to prepare for duty in the field, but orders have been issued to muster 4,000 of them and to drill them without delay, in case they may be needed to defend the country, or the Government. Few, if any, of these valiant men have ever dreamed of doing any fighting, still they are expected to meet any all-out attack from the "Household Division of the Three Superior Banners." Of course, they will feel thoroughly at home when under arms—just as much so as a Buddhist priest is when nursing a baby!

Since we heard that the Germans had occupied Jihchow, no reliable news has come from Shanghai. Report says there is trouble between the Christians and the people at the city of Ching, in the prefecture of Lanchow, but no details are given.

THE EMPRESS.

is said to be very ill again, and the Empress Dowager has postponed her annual rest at Elsin Park. The son of one of the highest officials in Peking told me that he did not believe there was any chance whatever that His Majesty Kuang Hsu would again be on the throne. The official is a great favourite of the Empress Dowager, and probably knows the plans of the "Old Lady" as well as any one in the capital, and his opinion is that Kuang Hsu will never leave the Palace and never reign again.

THE YELLOW RIVER.

It is stated that Li Heng-chang has strongly recommended the appointment of the new Governor of Santung, Yu Hsien, to the superintendency of the works for the control of the Yellow River, so at present there is little chance that anything effective will be done, unless the Foreign Ministers urge the Tsungli Yamén to vote for the employment of Western methods. Millions of the Shantung people would be grateful to the Ministers if they would use their influence on the right side in this matter. It is a surprise to some of us that the Shanghai papers pay no attention to this important subject. Has the "Mad Dog Scare" produced density of intellect, or "degeneration of the spinal marrow?"

THE GERMAN MINISTER.

Baron Heyking, is leaving Peking, and Baron Ketteler, who has been stationed at Mexico, is expected to succeed him.

THE ITALIAN AFFAIR.

I am told that "Italian affairs" are not even mentioned at the Tsungli Yamén. Surely this is too peaceful to last. Sometimes a lull precedes a typhoon.

A SAD OCCURRENCE.

Without uharidy, one may believe that this heroic conviction would have prevented the suicide, by opium, of one of our residents in the 4th inst. Mr. B. Werner was a German, and formerly Postmaster in the German Legation, but recently clerk in the Customs Postal Department.

YUEN CHANG.

one of the Ministers of the Tsungli Yamén, has been appointed to the office of Director of the Banneting Court, or "Boss of the Larder," in the Palace. Yuen Chang understands all about good living; let us hope he will take care of the diet of Kuang Hsu.

HSU TUNG.

the President of the Hanlin Academy, has been going about the city lately, and as he is the Nestor of the "Old Party," his activity bodes no good. If he cannot avoid passing a foreign legation, he diligently attends to the next best thing, viz., shutting his eyes tightly until he is quite out of the reach of such venom. When Peking starts a "Society" for the "Illumination of Stupidity," Hsu TUNG's claim for immediate attention will be unrivalled.

CHINA'S LATEST WEAPON.

The Grand Councillor Kang Yi is said to be greatly delighted over General Tung Fung-shing's invention of a death-dealing military weapon of such a character as to make it desirable to provoke a war, so as to enable the gallant General to strike terror into all rebellious Western barbarians. The said article is a cross between a shovel and a spear. It is just broad enough to fit under the chin and sharp enough, so that on a charge the chin and sharp end, the heads of all foes patient enough to wait its arrival, would be neatly shaved off. The handle of said spear-shovel is only two feet long, so that, to ensure fair play, all foreign weapons capable of reaching a longer distance will require to be abbreviated. That a Grand Councillor should be susceptible to pleasure over such idiotic inventions is a sign and token. Kang Yi should be China's delegate to the Czar's Peace Conference.

A TESTIMONIAL TO THE MISSIONARIES.

A Chinese gentleman proposes to send anonymously the sum of £5,000 to be distributed by the missionaries for the benefit of the sufferers from the Yellow River floods in Shantung, and a similar sum for the relief of the distress in the province of Anhui. Let us hope he will act promptly, for "he gives twice who gives quickly."

THE LATEST DEFINITION.

of the Chinese Foreign Office is "The Eleven Fools." This is the invention of a distinguished Chinese scholar and should rank in history with the "Seven Sleepers."—*N. C. D. News*.

A NEW STEAMER FOR THE YANGTZE.

When Lord Beresford was in Shanghai says the *Mercury* of 17th inst., he showed much discernment in that he sought for information wherever he thought he could find it, accumulating data of many kinds all of which were filed for future reference on "to be read this day six months." He gathered as he went and gleaned information on all sides. Those who were present when he paid his visit to the Mercantile Marine Officers' Club here will remember how very much he wanted to know, reminding one of Rosa Darle in her thirst for information. He had a quiet little talk with Capt. Leach, then of the *Ogata Maru*, on the advancement of Japanese shipbuilding and the shipping industry of Japan generally, and when he was told of the remarkable time in the matter of ship and engine building, he professed himself astonished, as everyone who gives the subject sufficient attention.

As a strange coincidence the new river steamer *Tayouan*, 1,051 tons, which arrived here on Saturday last to represent the interest of the Osaka Shosen Kaisha on the Upper Yangtze, is commanded by Capt. Leach, and furnishes in herself a splendid example of that Japanese engineering and shipbuilding which so much astonished the gallant Admiral.

She has been built almost entirely in Japan and so far as any person not an expert can tell she is equal to any production of the Clyde or the Tyne. The hull, deck fittings, furniture, upholstery, and passenger accommodation generally are in every respect as good as any British or American work of the kind, and the two engines, according to some eminently qualified engineers who paid a visit to the ship this morning, are magnificent jobs.

Capt. Leach, who has been transferred from the command of the *Deiwa Maru* to the *Tayouan*, has been well appreciated by details which will be readily appreciated by technical readers. The dimensions are—length, 239ft. breadth 39ft. 5in. depth 25ft. 1in. She is divided into seven transverse compartments and there is a bulkhead of great strength running from the engine room right forward.

The hull is built of steel throughout, but all superstructures are of wood. The passenger accommodation, as far as seen, is most superior and that for the natives rather too good, judging by the experiences of others who have travelled with the river trade. The accommodation for European passengers is excellent, equal to any ocean-going steamer, and superior to very many. The saloon is fitted up with great taste, beautiful carpets, cushions and plush chairs. Every cabin for Europeans and the better class of Chinese is fitted with iron bunk and spring mattresses and the sanitary arrangements are excellent.

Coping to the engines these can only be properly dealt with by an engineer, but it will be sufficient to state here that they are modelled on the torpedo-destroyer type and are built on the triple expansion principle. They are standard right aft, while the boiler is amidships, steam being delivered by the steam pipe passing right through the Chinese stowage. The dimensions of the cylinders of the two engines are 12in. 20in. and 12in. with a stroke of 21in. General speaking the *Tayouan* is a worthy example of Japanese workmanship and it would be a pity if the ship were written up by a journalist and not by an engineer, who could give further and valuable information to the ordinary person, to whom one ship is very much like another. The *Tayouan* was built at the Kawasaki Yards, Hirogo. She left Kobe on the 5th inst. and called at Moji for coal. It is expected she will leave for Hankow next week.

CLIPPINGS FROM HOME PAPERS.

MARCH 15th, 1899.

SUICIDE BY EATING MATCH-HEADS.

An inquiry was held to-day at Southwark into the circumstances attending the death of a stoker's wife, when it was shown that the deceased died of phosphorus poisoning caused by eating the heads of matches. A daughter hinted that her mother must have consumed, or rather swallowed, the contents of three boxes, but the quantity is too large to be probable or even possible.

THE RUCK OUT OF PLASTERERS.

The lock-out of the plasterers in Bolton took effect at noon to-day. The masters are determined to support the federation to the fullest extent. Over a hundred men are affected.

THE NEW BATTLESHIP "GLORY."

The first-class battleship *Glory* was successfully floated out of Messrs. Laird's yard at Greenock this morning. The *Glory* is of the *Canopus* type, and is a twin-screw armoured vessel of 13,500 tons, and is indicated to possess a speed of 18 knots. She has the *Glory's* dock will be occupied by the new battleship *Exmouth*.

A COMPACT TO ME TOGETHER.

A man named Cavell is in custody at Cardiff workhouse infirmary charged with the murder of his wife and with having attempted to commit suicide. The accused appeared at his brother-in-law's house last night wet and with his throat gashed. He said he and his wife had agreed to die together, and having cut their throats, they jumped into the river. The woman is missing, and the police are dragging the river for the body.

EXPLOSION ON BOARD THE "FERRIBLE."

The first-class cruiser *Ferrible* arrived in Plymouth Sound this morning and Captain Robinson reported to Admiral Sir E. Fremantle, Naval Commander-in-Chief, that a serious explosion occurred on board on Monday morning, by which several stokers were badly scalded. He also reported that one of the injured men had died, and that another was in a very critical condition. The *Ferrible* had been to Malta with relief crews, and on her homeward passage called at Gibraltar, where she left on Saturday night. The accident was caused by some tubes giving out.

THE EXPLOSION HAPPENED AT 11 O'CLOCK.

on Monday morning, when a boiler tube blew out. There was a tremendous escape of flame and steam, which burned and scalded one leading stoker and four other stokers. One of the latter, named Sullivan, a native of Liverpool, was so terribly burned that he died three hours later. The body is still on board the *Ferrible* and no directions have yet been given regarding its conveyance ashore. Another of the stokers is seriously injured and is an inmate of the sick-bay on board. The leading stoker and two of the others were after treatment, able to get about. The names of the injured men have not yet been permitted to transpire, neither is it known whether they will be landed for treatment at the Royal Naval Hospital. The naval authorities are displaying a great deal of reticence as to the accident, and the *Ferrible*, which is lying far out in the Sound, is inaccessible to pressmen. The vessel, which was en route to Portsmouth, will certainly be detained at the western port for some time.

AN ACCIDENT ON THE "TRAFALGAR."

The first-class battleship *Trafalgar*, which is stationed at Portsmouth as guardship, left on Monday to do duty, but to-day she reported a breakdown in her engine room which prevented her leaving Spithead.

NOT A N D A

CALENDAR.

APRIL.
Meteorological means based on 40 years' observations to 1897.
Barometer 29.93
Thermometer 69.7
Humidity 86.0
Rainfall 7.58

TO-DAY.
WEATHER REPORT.
On date at 4 p.m. On date at 4 p.m.
Barometer 29.93 29.85
Thermometer 75 77
Humidity 82 75
Rainfall 2.04 —

TO-DAY.
Friday, 22nd April, 1899.
Chinese—12th of 3rd moon of 25th year of Kuang-shi.
Sun—Rises 6hr. 6min.
Sets 5hr. 55min.
High water—Morning 7hr. 11min.
Afternoon 5hr. 30min.
Low water—Morning 6hr. 9min.
Afternoon none

ANNIVERSARIES.

1843—The Duke of Sussex, the Queen's uncle, died.

1860—Chusan occupied by the British fleet.

1864—About 100 prisoners escaped from the prison hulk off Stonecutters' Island.

1869—H.M.S. *Salamis* returned to Hankow from the Yangtze.

1877—Torpedo explosion at Tientsin; six men blown to pieces; narrow escape of Li Hung-chang.

1897—Tynaves bombed by the Turks.

TO-MORROW.

Saturday, 23rd April, 1899.

Chinese—13th of 3rd moon of 25th year of Kuang-shi.
Sun—Rises 6hr. 6min.
Sets 5hr. 55min.
High water—Morning 7hr. 11min.
Afternoon 5hr. 30min.
Low water—Morning 6hr. 9min.
Afternoon 6hr. 30min.

ANNIVERSARIES.

1834—The East India Co. ceased to trade with China.

1877—Arrival of Governor J. Pope Hennessy in Hongkong.

1880—Jinrickshas started in Hongkong.

1890—The Foreign Ministers at Peking invited to a funeral ceremony at the house of the late Marquis Tseng.

1891—Wreck of the s.s. *Hahn Eden* on the Leucome Isles.

1896—The leaders of the Reform Committee pleaded guilty of high treason at Pretoria.

1897—Sir Claude Macdonald left Hongkong.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Indus*) to-morrow.

American (*China*) 23rd inst.

Indian (*Kutsum*) 26th inst.

Canadian (*Empress of Japan*) 8th prox.

American (*Nippon Maru*) 10th prox.

THE P. & O. S. N. Co.'s steamer *Pekin*, left Singapore for this port at 5 a.m. yesterday, the 20th inst.

THE P. M. S. S. Co.'s steamer *China* with mails, etc., left Shanghai for this port this morning, the 21st inst.

THE Imperial German Mail steamer *Hohen-zollern*, left Nagasaki for this port at 4 p.m. yesterday, the 20th, and may be expected here on or about Monday morning, the 24th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba At Kowloon Dock.

Isla de Luzon " "

Henry Failing " "

Hailing " "

Fausang " "

Irene " "

D. Juan d'Austria Cosmopolitan

Victoria " "

PASSED THE CANAL.

Outward—28th March—*Heidelberg*, *Pekin*, 5th April—*Banquet*, *Yndobago*, *Kunming*, *Sibiria*, *Tientsin*, 7th April—*Broadway*, *Goodwin*, 11th April—*Preussen*, *Bergen*, *Cardigan*, 14th April—*Indragura*, *Kintuck*, *Laos*, *Bamberg*, *Idomenus*, *Palatinia*, 18th April—*Glenloch*, *Habicht*, *Kamfina*.

Homeward—14th April—*Ulysses*, *Norinan* Islet.

Intimations.

ADMIRALTY WORKS DEPARTMENT.

EUROPEAN CLERK WANTED, preferably one who has experience in an Architect's, Quantity Surveyor's, or Contractor's Office.

Applications to be made in writing only and to state Age of Applicant and Salary required.

DIRECTOR OF WORKS DEPT., Naval Yard.

Hongkong, 20th April, 1899. [543a]

HONGKONG VOLUNTEER CORPS.

7TH ANNUAL GABINE MEETING.

THE Committee request the pleasure of the Company of the Ladies of Hongkong on the ASSOCIATION RANGEL, KOWLOON, on SATURDAY next.

Hongkong, 20th April, 1899. [540a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA, WATKINS & CO.

APOTHECARY HALL, 64, Queen's Road Central, Hongkong.

Intimations.

NOTICE.

A SPECIAL SESSIONS of Her Majesty's Justices of the Peace will be held in the JUSTICE'S ROOM, at the MAGISTRACY, on WEDNESDAY, the 26th day of April, A.D. 1899, at 12 o'clock Noon, for the purpose of considering an Application from CAVASJEE BYRAMJEE for the Transfer of his Publican's Licence to sell and retail Intoxicating Liquors on the Premises at houses Nos. 29 and 30, Bullock Street, HUNG HON, under the Sign of "THE HUGN HOM HOTEL" to ANDRA BUDDA BEYVE.

T. SERCOMBE SMITH, Police Magistrate.

Magistracy, Hongkong, 19th April, 1899. [532a]

THE BEST VALUE IN THE COLONY

FOR GROCERIES AND PROVISIONS.

26, 28 & 30, POTTINGER STREET.

THE MUTUAL STORES.

HONGKONG, 19th April, 1899. [539a]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"CUTHRIE."

Captain McArthur, will be despatched as above on TUESDAY, the 2nd May, at 3 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th April, 1899. [538a]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
YAWATA MARU A. E. Moses	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 29th April, at 1 P.M.
KINSHI MARU W. Brady	SEATTLE, WA. U.S.A., via Kobe, Yokohama, and Portland, Ore.	Thursday, 1st May at 1 P.M.
TAMPA MARU J. W. Wale	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PANAMA, COLON, and PORT SAID.	Thursday, 4th May at 1 P.M.

For further information as to Freight, Passage, Salaries, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th April, 1899.

TEETHING BABIES

Good time for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY SPEED PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.
EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers Street, 13.

Hongkong, 5th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 20th May, at Noon.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Passengers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE, have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and other lines connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's, and connecting Steamships.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day. All Parcel Packages should be marked to address, in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th March, 1899.

MITSUI BUSSAN KAISHA.

No. 6, 7th House, Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines,

Onomura Coal Mines,

Kanagawa Coal Mines,

Tokyo Marine Insurance Co., Limited,

Meiji Fire Insurance Co., Limited,

Imperial Government Paper Mills, Japan,

Cotton Cleaning and Wkg. Co., Shanghai,

Onoda Cement Company, Japan,

Kaneaguchi Cotton Spinning Mill, Japan,

The Mitsu Cotton Spinning Mill, Japan,

Tokyo Cotton Spinning Mill, Japan,

Hayashi Clock Factory,

Hongkong, 14th December, 1896.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria, 3,502 T. Pantou, April 25.
Tacoma, 2,811 T. Dixon, May 13.
Chicago, 3,750 T. McGillevray, May 30.
Olympia, 2,537 T. Truebridge, June 17.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire, 2,874 T. W.A. Evans, May 6.
Tacoma, 2,811 T. Dixon, June 3.
Columbia, 2,976 T. Monier, July 8.
Monmouthshire, 2,874 T. W.A. Evans, July 23.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables, DENTON and STEWARD'S carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HOLOGO 47 to TACOMA 28. Rates of Passage (including meals on application, and freight on baggage) are in accordance with Government regulations.

Through Bills of Lading issued for Pacific Coast, Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 1st April, 1899.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PANAMA AND LONDON.

Through Bills of Lading issued for BATAVIA, PEKAN, CEBU, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"BALLAARAT"

Captain C. L. W. Field, carrying Her Majesty's Mails will be despatched from this Port for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1899.

FOR SAN FRANCISCO.

The 100 At British Bank.

"QUEEN MARGARET"

Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 16th March, 1899.

[13]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SERMA	HAVRE and HAMBURG.	24th April, Freight.
Osternann	(LONDON with transhipment in HAMBURG)	April, Freight and
SAVOIA	HAVRE and HAMBURG.	About 2nd, Freight and
Jäger	(LONDON with transhipment in HAMBURG)	May, Freight and
HEIDELBERG	HAVRE and HAMBURG.	About 25th, Freight and
Schneider	(LONDON with transhipment in HAMBURG)	May, Freight and
KONIGSBERG	HAVRE and HAMBURG.	About 30th, Freight and
Christensen	(LONDON with transhipment in HAMBURG)	May, Freight and

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE PACIFIC COAST AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

California City, 3,502 T. about May 3.
Belgian King, 3,379 T. about June 20.

THE Steamship

"CARLISLE CITY"

will be despatched for SAN FRANCISCO and SAN DIEGO via KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 5th May, at Noon.

Through Bills of Lading issued to any point in the United States, and call at Honolulu, the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 11th April, 1899.

[1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th May, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

THE U.S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 2nd May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's, and connecting Steamships.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th April, 1899.

[1331]

HAMBURG-AMERIKA LINE.

(East Asiatic Service).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 11th May, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 6th June, at Noon.

Guelph (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st July, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 11th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and value will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899.

[1332]

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.